

SECRET

75-2254

TO : Chief, NE&SA Division

FROM : Chief, Supply Division, Office of Logistics

SUBJECT: Request for Commercial Air Support

1. Pursuant to the subject request the following information is provided concerning the availability of commercial cargo aircraft to transport

25X1A

a. Boeing 747 Aircraft: This aircraft is available from Pan Am Airlines as well as several other American airlines. The load capacity of a 747 is 170,000 pounds with a cube capacity of 20,000 cubic feet. The chartered cost for a round trip would be between \$180,000 and \$190,000. This would vary depending upon the onward destination of the aircraft.

The main deck cargo door will only accommodate equipment eight feet in height. Approximately 40% of the subject equipment is greater than eight feet high and could not be accommodated aboard a 747 aircraft.

b. Boeing 707 Aircraft: The 707 aircraft is also available from Pan Am Airlines. The capacity of a 707 aircraft is 70,000 pounds; the round trip cost would be approximately \$70,000 to \$80,000. This aircraft is also restricted to cargo under eight feet in height (91 inches) and could not be used for transporting much of the cargo.

c. Super Hercules (C-130): Saturn Airways of Oakland, California is the only commercial charter airlines that we are aware of that utilizes the Super Hercules. The load capacity of the Super Hercules is 42,000 pounds and 4,500 cubic feet with a deck length of 55 feet. The advantage of the Super Hercules is that its cargo door can accommodate cargo nine feet high and ten feet wide. Saturn Airlines is not authorized to ship internationally except if the American Flag carriers who serve [REDACTED] provide a "Certificate of Exception" to Saturn stating that their aircraft can not carry the oversized pieces. In such cases Saturn would then present the certificate to the Civil Aeronautics Board for approval to deliver the cargo to [REDACTED]

25X1A

25X1A

25X1A

25X1A

SECRET

~~SECRET~~

SUBJECT: Request for Commercial Air Support

2. Regardless of the type of aircraft used, the material will have to be palletized to the extent possible. This could be accomplished either by providing pallets to the manufacturer in advance and have him do the palletizing or have the manufacturer deliver the material to the Pan Am representative at the airport who would arrange for palletization at a nominal cost. It would appear that latter would be the better alternative since it is doubtful that the manufacturer's personnel could palletize as well as trained airline personnel.

3. The rates tendered to the U.S. Government are the same as those offered to private industry; except that in some instances the mileage reflected in IATA may differ from the mileage that the Department of Defense uses. In case of U.S. Government shipments, the lower of the two are used. In view of this fact, consideration could be given to having [REDACTED] directly for the charter.

25X1A

25X1A

4. In addition to commercial cargo aircraft, we were also able to determine that there is an American flag ship carrier [REDACTED] which departs from the port of [REDACTED] approximately twice per month. The intransit time to the port of [REDACTED]

25X1A

25X1A

25X1A

25X1A

5. Conclusion

25X1A

[REDACTED]

Board, awarding of the contract, and [REDACTED] obtaining approval from the CAB to carry the oversize cargo internationally. Also it must be determined that if we were to use commercial carriers, could the Air Force

25X1A

~~SECRET~~

SUBJECT: Request for Commercial Air Support

make a military K loader available at [REDACTED] to unload the aircraft.

25X1A

[REDACTED]

25X1A

INTERNAL  
USE ONLY

CONFIDENTIAL

SECRET

# ROUTING AND RECORD SHEET

SUBJECT: (Optional)

Request for Commercial Air Support

FROM:

Chief  
Supply Division, Office of Logistics

EXTENSION

3442

NO.

DATE

23 December 1975

TO: (Officer designation, room number, and building)

DATE

RECEIVED

FORWARDED

OFFICER'S  
INITIALS

COMMENTS (Number each comment to show from whom to whom. Draw a line across column after each comment.)

1.

Chief  
NE&SA Division /AO

23 DEC 1975

2.

SA/ADDO

16 DEC 1975

3.

4.

DDO

12/30 12/30

5.

6.

C/11E

2 Jan 79

7.

8.

9.

10.

11.

12.

13.

14.

15.

1 - 2: Attached are the DD/A estimates you requested. The Director of Logistics requests that we emphasize that both the commercial air and military air prices are estimates and could be higher once the systems are packed.

DCNE/AO

25X1A